

BRIEFING RESPONSE MEMO

DATE: April 25, 2018

TO: City of Issaquah Development Commission

FROM: Dan Martinez, Assistant Planner, City of Issaquah

CC: Steven Bohlman, Jackson Main Architecture
Bob Power, Issaquah Studio Lofts, LLC

SUBJECT: Issaquah Studio Lofts
Project No. PRJ17-00012
Site Development Permit SDP17-00003

ATTACHMENTS: **Exhibit A:** Jeff Hee, Transportation Solutions Inc., letter regarding parking
Exhibit B: Casey Costello, Washington State Dept. of Fish and Wildlife, email regarding the drainage ditch northeast of the site
Exhibit C: Staff Evaluation of Gilman Worklofts against July 20, 2017 DRAFT Architecture and Urban Design Manual
Exhibit D: Revised project drawings dated April 19, 2018
Exhibit E: July 20, 2017 DRAFT Architecture and Urban Design Manual
(NOTE: in electronic version of Briefing Response Memo only)

City Staff and the applicant are providing the following information in response to the Development Commission's and the public's questions and comments offered at the April 4, 2018, Public Hearing (Part 1), as well as comments received by Staff following the Public Hearing.

1. PROCEDURES

- A. The Development Commission has purview over technical issues, including intersection design, per IMC 18.03.040.
- B. The project should be subject to the District Visions.

Staff Response

1.A Development Commission Purview: The statement made pertaining to the Development Commission's purview cited 18.03.040 of the Issaquah Municipal Code (IMC), which establishes the Development Commission's purview over all elements (including design and technical) of land use

actions; specifically, Site Development Permits¹. The commenter requested “to have a consistent, thorough and effective process for intersection planning and construction between public and private sectors, for walkers, bikers and cars.” The public has expressed concerns that, through the processing of SDP17-00003, the traffic signal and pedestrian improvements are not being reviewed by Staff and the Development Commission in a holistic manner.

In response, it is important to note that IMC 18.03.080 states: “The objective of the Development Commission is to review development proposals, as specified in this chapter...”. Staff agrees that the Development Commission must weigh design and technical land use elements of a project when considering acting on land use permits. However, the design of street intersections is a technical exercise not included in IMC Chapter 18; rather, it falls under IMC Chapter 12. Moreover, the initial design of the intersection was approved by the City Council on May 11, 2017, under Development Agreement DA17-00001. Exhibit A of DA17-00001 is included as Figure 1, below, and demonstrates the general location of both the traffic signals and the pedestrian striping. As initially discussed in the Staff Report, Staff agrees that the design and installation of traffic and pedestrian signal improvements would be beneficial if Phases 1 and 2 were completed concurrently. Nonetheless, DA17-00001 requires that the applicant design and install the signal and pedestrian improvements on the north side of NW Gilman Boulevard only. The City would later be responsible for improvements to the south side of the street as a Phase 2 project. This phased approach is allowed by DA17-00001.



Figure 1. Exhibit A of DA17-00001

¹ 18.03.040.B.1

During a stakeholder meeting held at City Hall Northwest on April 17, 2018 (please see Topic No. 5 below for more information on this meeting), it was discussed that the design of the traffic signal improvements is at an early enough phase to potentially make some minor modifications in order to accommodate a vision for how this intersection will work in the future. The applicant has indicated he is willing to work with the City and his transportation consultant to achieve this desired result.

1.B District Visions: There was a request from the public that the project be subject to the Central Issaquah District Visions. At this time, the District Visions are under review by both the Planning Policy Commission, and the Council Land & Shore Commission. The District Visions will later go to the City Council for adoption; therefore, it is premature to apply them to this project at this time.

Applicant Response

Not applicable.

Conclusion

The procedures for review of Site Development Permit SDP17-00003 have been properly followed. Road and intersection design falls under Chapter 12 of the IMC, and the Central Issaquah District Visions have not been adopted by the City Council as of the date of this Memo. Therefore, neither are suitable for review by the City's Land Use Division or the Development Commission.

2. DESIGN MANUAL

2.1 Design Manual Applicability and Procedures

- A. What was the rationale behind Crandall Arambula's decision to use Arts and Crafts?
- B. Staff should not use N/A to simply say that the developer doesn't have to comply with a requirement.
- C. "Natural Context" should not be N/A for review of this project.
- D. If using the Draft Design Manual, why not impose Conditions to bring the project up to a higher standard?

Staff Response

2.1.A Crandall Arambula's Decision: In a review of materials related to this question, such as notes and emails, Staff has been unable to definitively determine Crandall Arambula's rationale for applying the Arts and Crafts style to this project. The extent of comments is paraphrased from Staff's notes as: the building is too tall and stubby [building length] for Urban Grange. Additionally, there's a parking podium which doesn't fit with Urban Grange. This is appropriately Arts & Crafts.

2.1.B The Use of N/A: N/A was used with the review of the Gilman Worklofts since an in-progress draft of the Design Manual is being used for the review of this project. Staff recommends that for this review and future projects using the Design Manual, a brief rationale be provided to explain why items marked N/A have been denoted as such; however, please refer to Section 3.B below where Crandall Arambula discusses how they envision apply the items listed under Appropriate and Inappropriate.

2.1.C Natural Context: The Draft Map provided in the July 20, 2017, Draft Design Manual, which is included as Figure 2, indicates that the map is "to be refined". Following the adoption of DA17-00001,

the applicant and Staff began working on the design of the site and the building. Staff considered the “to be refined” statement to be ambiguous and acknowledged that the Natural Context areas were subject to change. To this end, Staff determined that the Natural Context requirements would not be applied to the project.

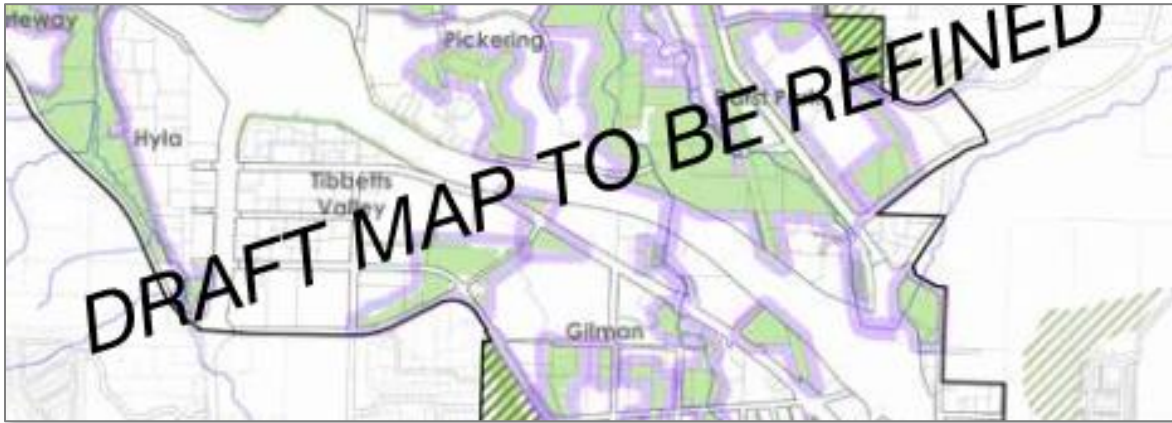


Figure 2. Design Manual Draft Map (pg. 61)

2.1.D Draft Design Manual: DA17-00001, which allows the project to move through the current Moratorium, was adopted on May 11, 2017. The Final Design Manual was adopted by the City Council on December 18, 2017. As a result, the applicant began designing the project with the use of the July 20, 2017, Draft Design Manual. The project application was received on November 17, 2017, and Staff felt it was reasonable to continue to apply the Draft Design Manual in the absence of a yet-to-be-adopted Final Design Manual.

Applicant Response

Not applicable.

Conclusion

Staff recommends adding a new Condition of Approval requiring the applicant to continue to work with Staff on compliance with the Draft Design Manual for those items - identified by the Development Commission at the May 2, 2018, Hearing (Part 2) - that may require further review.

NEW CONDITION NO. 25: Construction permits shall be reviewed for compliance against the Draft Design Manual dated July 20, 2017.

2.2 Building Design Pertaining to the Design Manual

- A. Provide more information about the stair towers and elevator towers as compared with the Arts & Crafts Style in the Design Manual. Contextually, the gables, dormers, and roof do not seem to really fit with the examples of that style.
- B. The Development Commissioners generally disagree with some of staff’s findings that the proposed design complies with some of the items on page 164 of the agenda packet, such as compliance with the requirement for a steep-pitched roof. Elements of the Arts & Crafts Style are there, but because it is such a broad building, the concept falls apart somewhat.

- C. Reduce the siding to one type; bringing on more articulation; and possibly push the towers in and giving them windows for a better user experience. Windows should be in pairings of two or three.
- D. Bringing the arched doorways in the Arts & Crafts Style into the design could give the building more distinction.
- E. Incorporate recessed doors.
- F. The elevator shaft location – using a stand-out color would be seen too prominently from Gilman
- G. A flat roof is what you will see driving by, and concerns with the minimal visual interest provided on the east side of the building.

Staff Response

2.2 A – G: In consideration of the comments and concerns received during the Public Hearing, the applicant submitted revised plans on April 13, 2018. Staff subsequently conducted analysis for compliance against the Draft Design Manual. The analysis, along with additional land use comments, was provided to the applicant on April 18, 2018. Exhibit D, a revised set of project drawings dated April 19, 2018, considers the comments and analysis provided to the applicant by Staff. A new analysis against the April 19th project drawings provided by the applicant was conducted by Staff and has been included as Exhibit C. **New Condition Nos. 26-31** have been added as a result of this latest Staff analysis, and are detailed in the Conclusion portion of this Section.

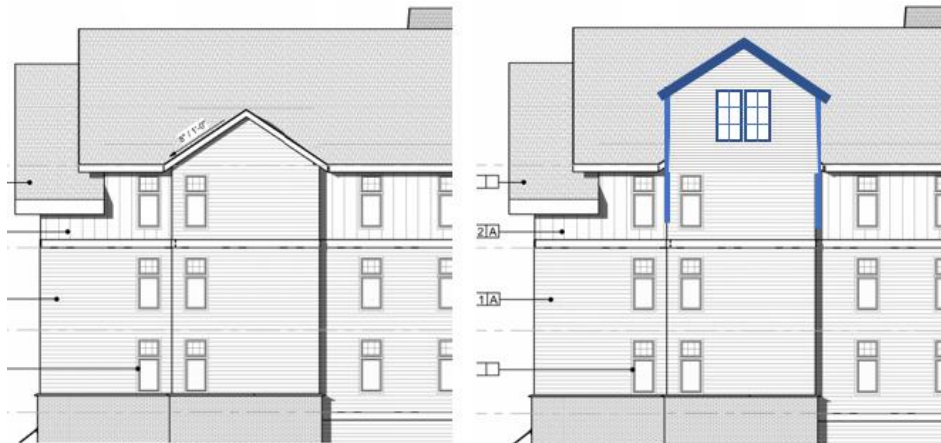
In addition to the analysis in Exhibit C (items marked: Not Applicable, Complies, Not Comply; as well as Staff Comments and Staff Proposed Conditions), there are two items that Staff believe would benefit from a fuller discussion than fits in the analysis. These are both related to Massing.

Item #1: Massing roof forms. Arts & Crafts style has “more complex roof forms” including “steep pitched roof forms”, “gable ends and dormers”, and “intersecting ridges (or cross gable roof)”. The applicant has made all roofs steep per the definition in the adopted Design Manual and has reduced the number of roof pitches to one (8:12), also consistent with the architectural style. Additionally, the applicant has changed the roof on the stair towers from shed roofs to gable roofs, consistent with the Arts & Crafts style. However, the question is: is the roof form complex enough to meet the intent of Arts & Crafts? No definition of complex is given other than the Massing phrases excerpted above and the photos in the Design Manual. Below is a comparison of the how the roof forms have evolved from the original proposal sent to the commission and the revised one prepared for the May 2, 2018, Hearing. The revised proposal is similar to the top image shown on the Massing page; see Exhibit C.

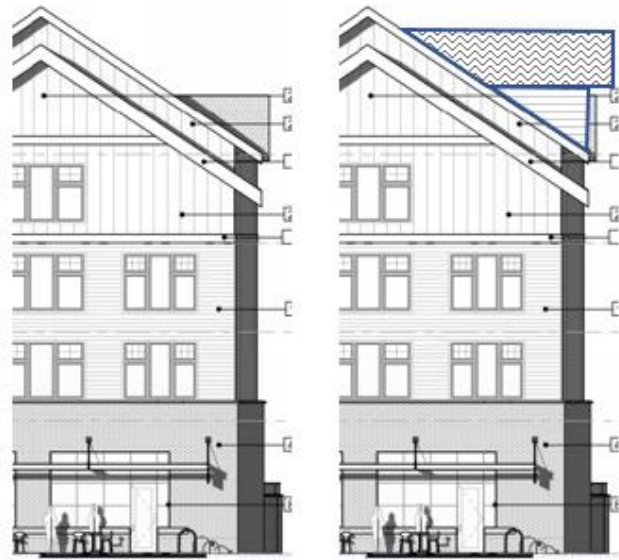


However, if the commissioners feel that insufficient complexity is present, options include:

1. Making the stair towers taller with a more prominent intersecting ridge and/or cross gable. Staff have roughly simulated this below, recognizing that a more careful design of this would be necessary. This would be above the stair tower which might offer a larger attic workspace:



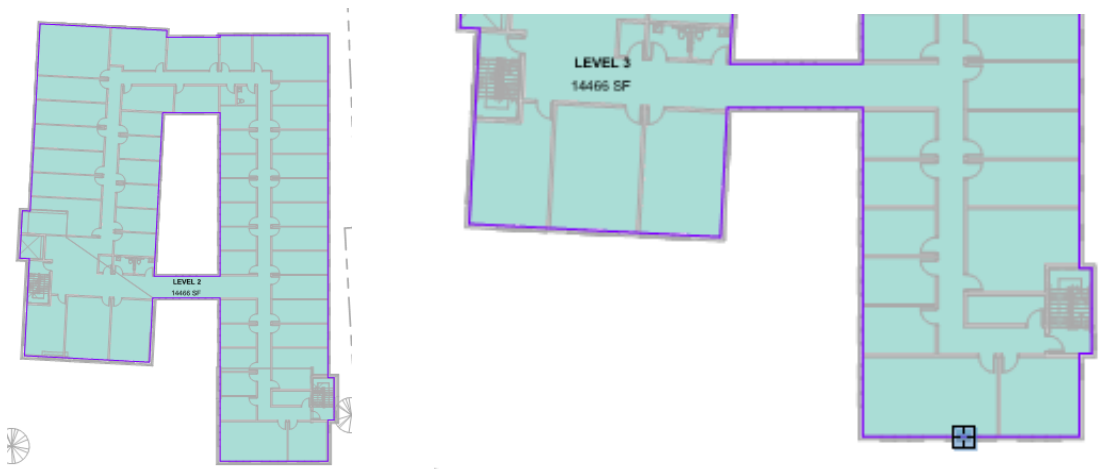
Above: East wing, east elevation: Existing, Revised



Above: East wing, south elevation: Existing, Revised

2. Adding dormers which might not actually be related to usable space.
3. Other?

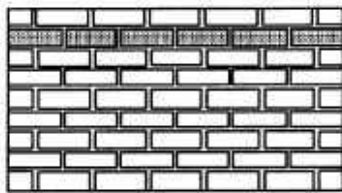
Item #2: Asymmetrical. Arts & Crafts style has an “asymmetrical composition (in both elevation and volume)”. No other definition of asymmetrical is provided other than the photos, which vary in the degree of asymmetry. The volume is already asymmetrical given that the two wings are not parallel and are different lengths; see below left.



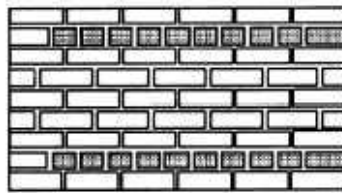
However, the facades are identical which increases the perception of symmetricalness. This is somewhat surprising since 1) the west wing is about six feet wider than the east wing and the floor plans behind the south façade are different e.g. three workspaces vs two workspaces; see above, right. Even if the facades each remain symmetrical, changes to reflect some of the distinctly different workspace configurations and different windows or even slight material changes and color could improve the asymmetry. For example:



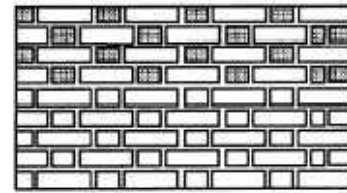
Without altering materials, changes in brick patterns, for instance, could produce subtle and interesting variations that further implement the Arts & Crafts aspect of “Materials, Walls: “decorative brick pattern detail”. Some common brick patterns:



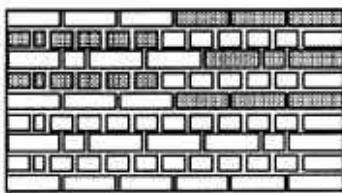
RUNNING



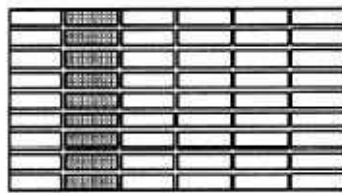
COMMON OR AMERICAN



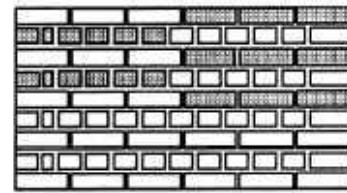
FLEMISH



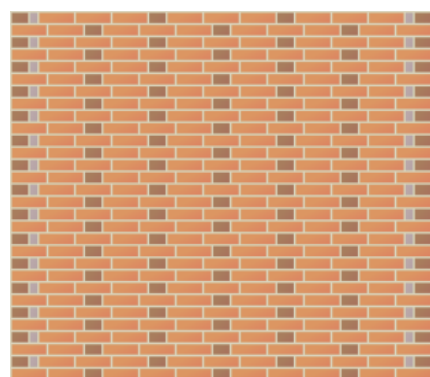
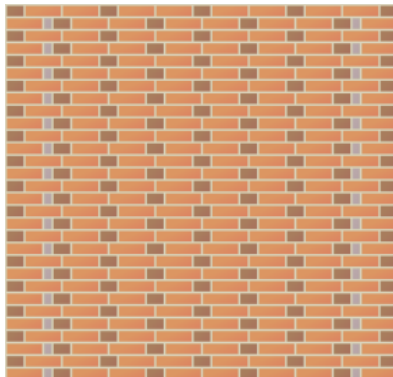
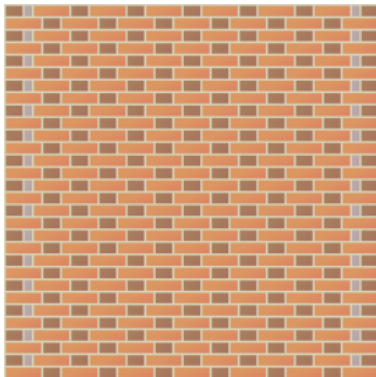
ENGLISH



STACK



ENGLISH CROSS OR DUTCH



Left to right: Flemish, Monk, Sussex bonds. In addition to Exhibit D, the applicant has provided responses in the following subheading.

Applicant Response

- A. The stair tower on the east façade and the elevator tower on the west façade have been redesigned to align more with the Arts & Crafts Style. In the Central Issaquah Architecture & Urban Design Manual on pg.13, prominent stone chimneys are listed as a part of the Arts & Crafts style. The elevator tower on the west facade has been adjusted to provide a chimney element with a steep gabled roof to add roof complexity. The stair tower at the east façade has been revised to provide an additional gabled roof. The shallow roof pitch that previously was shown on the towers have therefore been removed. Refer to the elevation sheets A3.00 and A3.01.
- B. Per the Central Issaquah Architecture & Urban Design Manual on pg.18, steep pitches are appropriate while low pitches are not. The low pitched roofs previously shown at the elevator and stair tower has been removed and replaced with an 8:12 gable roof. The prominent roof slopes originally at 10.5:12 and 6:12 have been adjusted to 8:12. Refer to the elevation sheets A3.00 and A3.01.
- C. One simulated wood style has been eliminated. The three materials shown are board and batten siding, lap siding and brick. The towers have been redesigned per responses a and b above. Windows have also been added to the east stair tower as requested. In the Central Issaquah Architecture & Urban Design Manual on pg.21, windows as single, pairs or groups of three are listed as appropriate. Windows have been designed to comply with these requirements. Refer to the elevation sheets A3.00 and A3.01.
- D. Arched doorways have been added to the primary entries at the ground level. Refer to the south elevation A3.00.
- E. Recessed doors have been added to the primary entries at the ground level. Refer to the level 01 floor plan A2.00.
- F. The elevator and stair shaft towers have been adjusted. The Rookwood Blue Green treatment has been removed and replaced with the cream color lap and board and batten siding. Refer to the elevation sheets A3.00 and A3.01.
- G. The proposed building is 100' away from the NW Gilman Blvd. curb. The distance along with existing trees limit the views drivers would see. Refer to G0.02 for a perspective view of the proposed building from the Pogacha entrance along NW Gilman Blvd.

Conclusion

Staff and the applicant have continued to work towards compliance with the Draft Design Manual. As noted in the Conclusion for 2.1, **New Condition No. 25** will allow Staff and the applicant to work towards achieving thorough compliance with the Draft Design Manual. Additionally, Staff has recommended new conditions as a result of the analysis included as Exhibit C of this Memo. The new conditions are as follows:

NEW CONDITION NO. 26: Massing – Roof forms shall be complex through the use of dormers and/or increasing the scale of the stairwell roofs to create more visible intersecting ridges.

NEW CONDITION NO. 27: Massing – The composition is not asymmetrical. The applicant shall revise the design to achieve the required asymmetrical composition through the use of materials, window groupings, and/or colors.

NEW CONDITION NO. 28: Entries, Ground-floor Retail – The retail entrance facing parking shall be restricted to service, employee, and/or emergency use only.

NEW CONDITION NO. 29: Entries, Ground-floor Commercial Office/Services – The commercial entrances facing parking shall be restricted to service, employee, and/or emergency use only.

NEW CONDITION NO. 30: Ground Floor Transparency, retail – Retail transparency on the East Wing, West facade shall be increased to comply with requirements.

NEW CONDITION NO. 31: Weather Protection – Weather protection on both south facades shall be increased to comply with the Design Manual and to meet the CIDDs requirements for protection at entries.

3. DESIGN MANUAL PROCEDURES

- A. Proposed Review Checklist Against the Revised Project Drawings
- B. Who decides whether the project complies with the Design Manual? The Development Commission, or Staff?
- C. When the checklist comes to the Development Commission, will it have been completed by staff, and what would be the Development Commission's opportunity to deliberate whether we agree or disagree with staff's indications of compliance/noncompliance on the checklist?
- D. Staff should create a Design Manual checklist similar to the "Green Sheets".

Staff Response

3.A Review Checklist: Staff have reviewed the project against the relevant sheets of the Design Manual and the review is shown directly on relevant the pages in Exhibit C. To ensure that the Development Commission and the public agree with those elements that Staff has identified as applicable to this project, the entire July 20, 2017, draft of the Design Manual is available in the electronic version of the Briefing Response Memo.

In the future, once we have the final Design Manual, we will provide Commissioners with a paper copy of the Design Manual for their future permit reviews.

3.B Decision-making: Staff contacted Crandall Arambula regarding who decides when there are several options listed as Appropriate or Inappropriate. Their response has been included below, as follows:

The intention of each objective page is to provide a concise package of information that will guide the applicant in selecting building materials and methods to achieve the selected 'style.' I think it is important to remember that the page works sort of like a tool kit and should be considered in full when assessing a project.

1. *OBJECTIVE: states the requirement that must be met. All questions ultimately return to this objective statement and whether it is achieved.*
2. *DESCRIPTION: provides more detail to explain the objective and may give examples of how that objective has been achieved historically.*
3. *APPROPRIATE: list of examples of methods/materials that would satisfy the objective and adhere to the style. A design may incorporate one or multiple 'appropriate' elements. As you pointed out with roof materials, the 'appropriate' list may give a number of options with the expectation that the designer applies one, not all. In other cases, the use of more than one appropriate element/quality is necessary. For example: A natural wood door. This is an appropriate material for a Northwest Lodge door. But alone, natural wood without any other appropriate qualities would not satisfy the objective of "creating a sense of grand entry and arrival."*
4. *INAPPROPRIATE: list of elements that shall not be applied or approved. Using all four pieces plus supplementary images, the Commission/staff should be able to make an informed conclusion whether or not the objective has been met by the applicant. We tried to cover all the bases with 'appropriate' and 'inappropriate,' but it's probably inevitable that you come across a proposal with an element that is neither 'appropriate' or 'inappropriate.' In that case, the reviewer should refer back to the 'description' and example images to determine whether or not the objective is met.*

3.C Staff and Development Commission Deliberation: Staff have appreciated the Commissioners' collaboration in determining the best way to work with and apply the Design Manual. For our next meeting on May 2, 2018, Staff plan the following:

1. Attached to this Memo is Staff's evaluation of the proposal's compliance with the relevant portions of the draft Design Manual.
2. At the May 2, 2018, Development Commission Hearing, Staff will have an electronic version of the same relevant sheets shown in Exhibit C available; however, this will not be filled out. The plan would be to have commissioners discuss and have Staff fill out the commissioners' sheets. Hopefully the Staff evaluation can be side by side with the one the Commissioners fill out so that if additional conditions are necessary, they can be added with this review.

3.D "Green Sheets": The City is hiring a consultant to prepare a final, adopted version of the Design Manual. Part of their scope will be to develop a method and form for both Staff's and commissioners' use when evaluating projects. The comments, concerns, and feedback we receive from the commissioners is essential to developing a form that works with the Design Manual.

Applicant Response:

Not applicable.

4. BUILDING DESIGN (Central Issaquah Development and Design Standards - CIDDS)

- A. The elevator shaft sticks out about two-thirds of the way into the walkway, creating a safety issue when cars enter the site and pedestrians are walking there.
- B. Garage lights should not be visible from Gilman Blvd. Screening should be provided coming down from top of garage.

- C. The primary entries of the retail units should have a clearer interface with the building plaza. And a more prominent entry to the primary use of the building, which is the lofts, should be provided.
- D. Better screening from Pogacha should be provided.
- E. Provide a drawing representing the view of the proposed building from the Pogacha site.
- F. Through Block Passage should be addressed as part of the site design (which includes the lofts and the storage building).

Staff Response

4.A Elevator Shaft: The elevator shaft on the west portion of the building has been modified to increase the pedestrian walkway from three feet to four feet; however, compliance with the five feet required for pedestrian walkways per the CIDDS has not been achieved (CIDDS 15.2.D, 15.3.D, 15.4.C). Therefore, **New Condition No. 32** has been added.

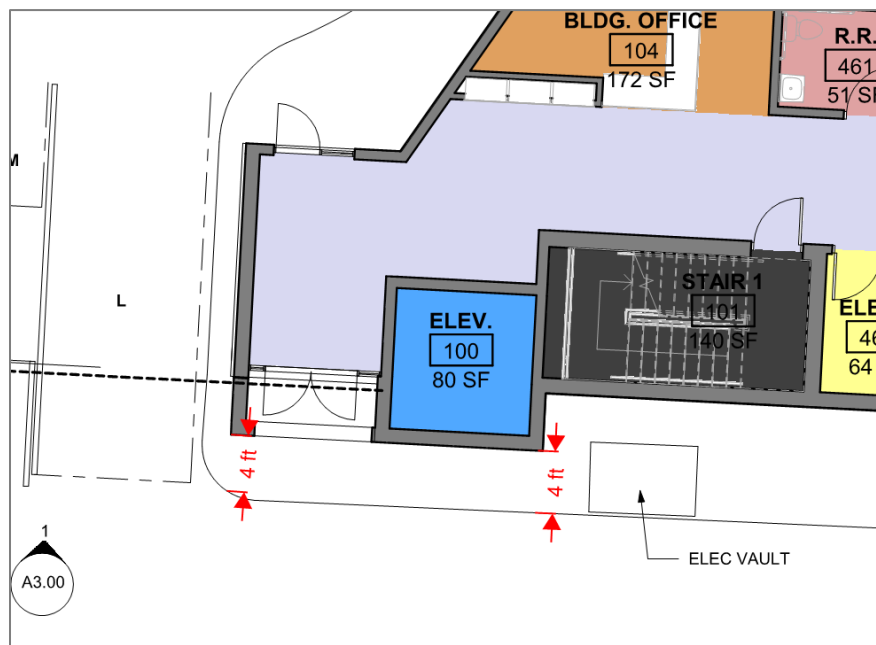


Figure 3. Pedestrian Walkway Width

4.B Garage Lights: In accordance with Section 15.2.B of the CIDDS, which requires minimizing parking appearance, Staff believes that the applicant's revised project drawings address a portion of this concern. **New Condition No. 33** has been added in order to ensure thorough compliance with CIDDS Section 17.8, which outlines the design standards for lighting in parking areas.

4.C Primary Entries: Section 14.4.A of the CIDDS outlines the following requirements for primary entries:

5. Primary building entrances shall be directly accessible and visible from Designated Circulation Facilities. Primary building entrances may also be accessed from secondary or non-pedestrian oriented Circulation Facilities or Parking Lots as long as they comply with the requirements in the previous sentence.

6. Each primary building entrance shall have weather protection and highlight the presence of the entrance to pedestrians through the use of architectural treatments such as modulation and articulation changes in the street wall or building façade, and lighting. Primary pedestrian entrances shall be visually more prominent than secondary entrances. As depicted in Figure 4, the primary entries for both the retail and the lofts uses are directly accessible and visible from the Designated Circulation Facilities. Additionally, the primary entries have been given architectural treatments, consistent with the Design Manual, to highlight the presence of the entries to pedestrians. However, the entries do not include weather protection consistent with CIDDS 14.5, which must be 6 ft deep at each non-residential entry. Staff believes that the applicant's response and the revised project drawings adequately addresses this concern, with the exception of weather protection which is noted in the Design Manual **New Condition No. 31** (under the Conclusion portion of Section 3).



Figure 4. Primary Entries

4.D Better Screening from Pogacha:

Section 15 (Parking) provides the following standards for screening of parking lots and garages:

15.3.G. Screening. Structured parking facilities shall screen vehicles and other appurtenances on all levels from ground level views. The perimeter of each parking level shall be screened with measures including landscape requirements in Landscape Development Standards, Chapter 10.0, and Landscape Design Standards, Chapter 16.0 and may also include the following:

1. Windows,
2. Plantings designed to grow on the façade,
3. Louvers,
4. Expanded metal panels,
5. Decorative metal grills,

6. *Spandrel (opaque) glass, or*
7. *Other techniques that achieve the overall intent of this section as approved by the Director*

As depicted in Figure 5, the applicant proposes screen the parking from the Pogacha site through the use of a six-foot tall steel lattice with plants that will grow up the lattice. Staff believes that, in consideration of the CIDD standards, the applicant's response and the revised project drawings adequately addresses this concern.



Figure 5. Parking Structure and Surface Parking Screening

4.E Drawing Representing the View from Pogacha: The applicant has provided a perspective view, shown in Figure 6, of the proposed building from NW Gilman Boulevard in front of the Pogacha site.



Figure 6. Parking Structure and Surface Parking Screening

4.F Through Block Passage: As discussed in the Staff Report, the block length exceeds 300 feet; however, Interstate 90 is located directly behind (north) this block and there are no opportunities for additional through block passages. Nonetheless, a trail connection would be provided to connect the East Lake Sammamish Trail to the plazas located at the entrance of the Issaquah Lofts site as shown in Figure 7.

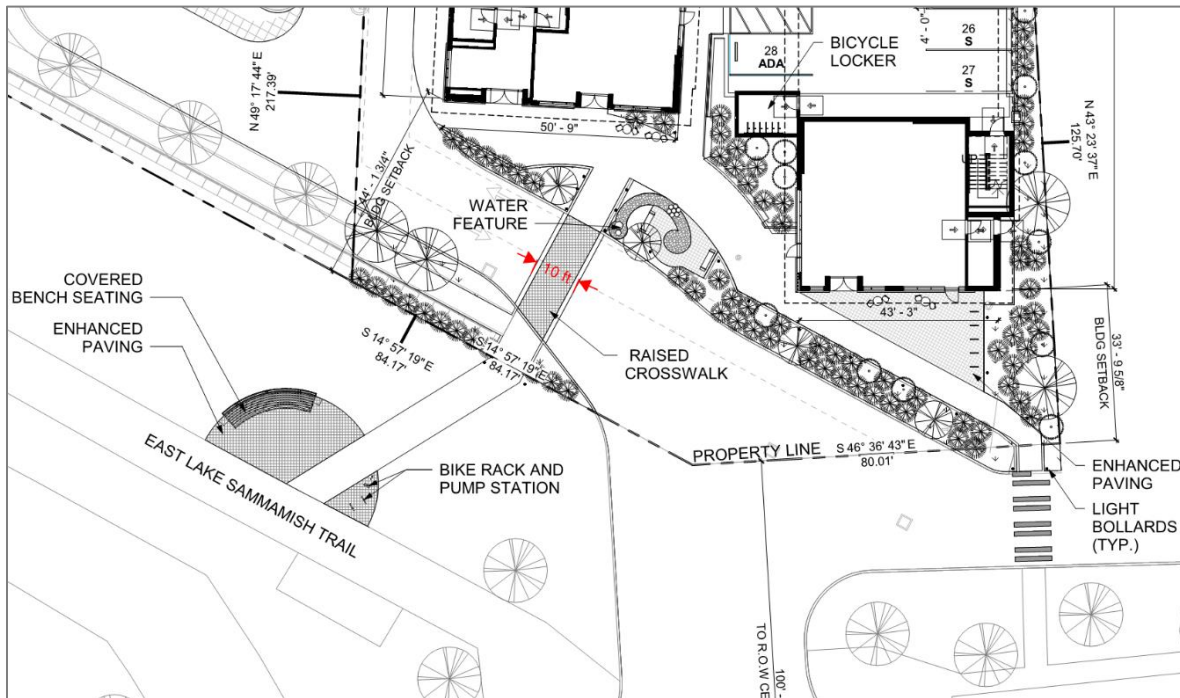


Figure 7. Trail Plaza Plan View

Applicant Response

- A. The elevator shaft has been shifted into the building so that it now sticks out one-half of the walkway as opposed to two-thirds. The walkway in front the shaft is now shown as 4'-0" wide. Refer to the site plan on A1.00.
- B. Siding on the East Façade has been pulled down 3 feet below the underside of the floor to provide screening from the lights. Refer to sheet A3.01, East Elevation.
- C. The primary entries have been adjusted to provide a greater emphasis at the building plaza. The entries are now recessed and have an arched, contrasting brick lintel. Refer to the south elevation A3.00. The lofts entrance has been emphasized with a recessed arched entry door with sidelites and transom. A contrasting brick lintel has also been provided per the Issaquah Design Manual. The entry opening is taller than any other entry which signifies the main entry. Refer to sheet A3.00, South Elevation.
- D. The parking is screened from Pogacha with a 6' tall steel lattice with plants that will grow up the lattice. Refer to the east elevation on A3.01.
- E. A perspective view from the Pogacha site of the proposed building has been provided on G0.02.
- F. Given that the I-90 is behind the block, there are no opportunities for additional through block passages. The pedestrian experience of the block length, however, is reduced through the connection provided from the East Lake Sammamish Trail to the building plaza.

Conclusion

Staff believes that, with the exception of the required sidewalk width of five feet and lighting, which is addressed with the addition of Conditions No. 32 and No. 33, the applicant's responses and the revised project drawings adequately addresses the concerns discussed in this Section.

NEW CONDITION NO. 32: Pedestrian Walkway – The applicant shall revise the plans to accommodate a five-foot clear walkway, between the curb and the west stair tower.

NEW CONDITION NO. 33: Garage lighting – With the building permit, the applicant will provide photometric plans and other lighting details to demonstrate compliance with CIDDs Chap. 17, Lighting, especially for Parking Standards.

5. PLAZA DESIGN

5.1 Trail-side Plaza

- A. The design is not the verdant, multi-dimensional frontage envisioned for the entrance to the East Lake Sammamish Trail.
- B. The trail connection and plaza are a critical intersection that should be a signature feature for the City.
- C. The trail plaza should be “active and memorable” and a place of arrival and celebration.
- D. More people should be involved in the design of plaza (King County, Parks Dept., Public Works Dept., Issaquah Alps Club, Mountains to Sound Greenway, etc.).
- E. Raised crosswalk:
 - 10 feet wide
 - Colored concrete

Staff Response

5.1.A - E: On Tuesday, April 17, 2018, Staff hosted a stakeholder meeting which included a representative from the Mountains to Sound Greenway Trust, a representative from the Issaquah Alps Trails Club, two City Parks and Recreation Department Staff members, a City Public Works Engineering Staff member, two members of the City Development Services Department, and members of the applicant's team. King County Parks and the Cascade Bicycle Club were both invited but were unable to participate, though King County Parks provided written comments pertaining to standard details. The result of that collaboration meeting has been incorporated into the revised project drawings.

Please refer back to Figure 7, above, which depicts the revised plan view of the proposed trail plaza and its connection to the project site.

In addition to bicycle racks provided at the trail plaza, a bicycle repair station would also be provided and would include an air pump and tools, as depicted in Figure 8.



Figure 8. Bicycle Repair Station (courtesy of the City of Ottawa)

The now circular design of the plaza would include enhanced paving, covered bench seating, bicycle racks and a repair station – all located immediately adjacent to the East Lake Sammamish Trail. A direct connection to the building plaza would be provided via a 10-foot wide, raised pedestrian walkway accented by colored concrete. The connection from the trail plaza to the building plaza is significant because the applicant intends for the ground-floor retail portion of the building to include uses that would draw in trail-users.



Figure 9. Trail Plaza Rendering

As an important reminder, the proposed trail plaza would be located within King County right-of-way. The King County Parks Staff recently indicated that they would no longer be willing to allow the proposed trail plaza to be located on King County property if the City did not agree to maintain the proposed improvements due to their poor experience with past private maintenance agreements. Development Services Department Staff is currently in the process of working with King County Parks to address their concerns. The Administration looks forward to working with the County to reach a mutually agreeable solution; however, if that is not possible the Development Agreement states the following:

Subsection 3.1: City will work with King County to gain authorization to utilize the portions of the proposed improvements that would allow crossing County right-of-way. Should the City not be successful in acquiring the rights from King County, the Parties shall work to see if the improvements can be made without County participation. If the Parties agree the Project cannot happen without County participation, the Parties agree this serves as just cause to terminate this Agreement.

This leaves at least three possibilities:

1. Locate the plaza fully on the Gilman Worklofts property with only a walkway between the King County trail and the plaza.
2. Locate the plaza in another nearby location which meets the Development Agreement intent such as in City right-of-way or property.
3. Abandon the plaza and potentially terminate the agreement.

If the plaza cannot be located in the King County right-of-way, and because the options for the plaza are contained in the Development Agreement, Staff believe that the options can be pursued without significant impact to the proposal the Development Commission is reviewing; however, as has happened in the past, Staff would return to the Development Commission and brief the commissioners on the outcome if it differs from what has been presented and approved, if that occurs.

Applicant Response

- A. The trail-side plaza design has been redesigned to reflect comments from the stakeholder meeting for trails plaza design 4/17/18. The design of the bench/shading structure is designed to relate to the proposed Self-Storage as well as the Lofts building. Refer to sheet G0.08 for a trail plaza rendering.
- B. It is understood that the trail connection and plaza is a critical intersection. Comments from the stakeholder meeting on 4/17/18 have been taken into consideration and applied in the new design. The plaza has been shifted further away from the intersection to provide a safety buffer from automobiles as well as to caution bikers that they are entering a developed area. Covered bench seating and bike rack with pump station provides an amenity for bikers/trail –users as they continue their journey. Refer to sheet A1.00.
- C. The plaza design utilizes a curved bench and pavement to create an inviting connection opening up to the trail. The plaza also provides a bike pump and tool set for bikers to utilize.
- D. The stakeholder meeting for trails plaza design on 4/17/18 encouraged comments and design contributions from several different community members that it affects. These comments have been incorporated in the new design.
- E. An enhanced, raised crosswalk has been provided. Refer to sheet A1.00.

Conclusion

Staff believes that the applicant's responses and the revised project drawings adequately addresses the concerns discussed in this Section. Staff will keep the Development Commission informed of the outcome on the trail plaza.

5.2 Building Plaza

- A. The plaza in front of the building feels stark and uninviting.
- B. Concerns about the community board. Perhaps it could be converted to a structure, or something that benefits the plaza.
- C. Consider a dog-friendly water fountain.

Staff Response

On Friday, April 6, 2018, Staff met with the applicant's design team to discuss the comments and concerns expressed at the April 4, 2018, Development Commission Hearing. The building plaza design was thoroughly discussed, and the results of that collaboration have been included in the revised project drawings. Figures 10 and 11 depict the redesigned building plaza, which now includes the use of natural materials (wood) for the seating areas, visually interesting colored concrete designs, and a low gravel stream with stepping stones to cross over.

In order to address the concerns voiced regarding the community message board (cork board), the applicant has used that space to provide a bicycle locker consisting of six bicycle parking spaces.



Figure 10. Building Plaza Rendering



Figure 11. Building Plaza Rendering

In addition to the redesigned building plaza, the applicant has provided photographs, as shown in Figure 12, depicting the inspiration for what the proposed water fountain would look like.



Figure 12. Water Fountain

Applicant Response

- A. The plaza in front of the building has been redesigned to create a more open and inviting space. An enhanced, raised crosswalk has been added to connect the trail plaza to the building plaza. The water feature has been adjusted to create a friendly pedestrian environment with a low gravel stream and benches with enhanced paving for visitors to enjoy. Across from the water feature there is more bench seating with a large raised landscaped planter. Refer to sheet G0.08 for a perspective view and sheet A1.00 for a plan reflective of this design.
- B. The community board has been removed from the plaza design to allow for a more open and pedestrian scale space. The community board which was used to screen the parking from the plaza has been replaced with a bicycle locker. The locker is pushed back from the plaza to allow for more landscape opportunities. The locker is proposed as a brick structure to match the adjacent brick retail base. Refer to A1.00 for a plan, and A3.00 for an elevation.
- C. The water feature proposed at the building plaza provides a low gravel stream with stepping stones to cross over to an enhanced paving area with benches. This approach allows for a greater pedestrian interaction with the water feature. Refer to sheet A1.00.

Conclusion:

In consideration of the revised project drawings, as well as the responses in this Section provided by Staff and the applicant, Staff believes that the goal of providing an active, memorable and engaging

plaza has been achieved in concept and will work with the applicant to continue to refine the design through the review of construction permits to fully realize the concept.

6. PARKING AND CIRCULATION

- A. What did Lynwood and Renton require for parking for the lofts in their jurisdiction?
- B. Need more information on parking for both buildings. A tabulation demonstrating what's required for the self-storage, and what's required for the lofts. Another tabulation of what's being provided on-site for the storage, and what's being provided on-site for the lofts.
- C. Bicycle parking should be required to comply with the CIDDS.
- D. The bicycle locker should be provided per the Development Agreement.
- E. Motorcycle parking should be provided per the CIDDS.
- F. Loading spaces should be provided per the CIDDS.
- G. The CIDDS focuses on ensuring greater connectivity. Clear connectivity to the Pogacha site should be provided.

Staff Response

6.A Parking Requirements in Seattle and Renton: Staff has requested information pertaining to the specific parking requirements applied by both the City of Seattle and the City of Renton. The applicant has provided a letter from his transportation consultant, Transportation Solutions, Inc. (TSI), included as Exhibit A, to address this concern. In short, neither the City of Seattle nor the City of Renton define parking requirements for studio loft uses; rather, the parking requirements applied to the respective studio lofts in their cities were project-specific.

6.B Parking Tabulation:

Land Use	Size	Parking Rate	Parking Required	Parking Provided
Self-Storage	89,200 sq. ft.	.160/1,000 sq. ft.	14	32
Retail	2,500 sq. ft.	2/1,000 sq. ft.	5	5
Studio Lofts	150 units	.248/unit	37	44
Total			56 +15% buffer (9 spaces) = 65	81

The applicant's transportation consultant, TSI, provided two parking analyses; one for the self-storage building dated July 18, 2016, and one for the studio lofts building dated August 4, 2017². The City accepted TSI's recommended parking rates. The tabulation above demonstrates that the applicant intends to provide a total of 81 parking spaces, while a total of 65 parking spaces are required.

6.C Bicycle Parking: The revised project plans include the required bicycle parking in accordance with Section 8.11 of the CIDDS. In addition to Sheet A2.00 of the project drawings, which illustrate the location of all required bicycle parking spaces, the applicant has provided a response, below, and Staff agrees that the required bicycle parking spaces have been provided. **Therefore, Staff recommends the removal of Condition No. 10, which reads:** *The exact number and location of bicycle parking spaces shall be determined during the review of the Site Work and Landscape permits. Spaces shall*

² These studies are available for review. Please contact City Staff.

be covered and shall be provided within close proximity to the primary entrance of the building. Bicycle parking shall conform to Table 8.11-1 of the CIDDS.

6.D Bicycle Locker: The bicycle locker has been added to the site in the same location as the previously proposed community board, as shown in Figures 7 and 11, and Sheet A2.00 of the project drawings. **Therefore, Staff recommends the removal of Condition No. 11, which reads:** *The applicant shall provide the bicycle locker as required per the approval of the Development Agreement, and the number of bicycle parking spaces provided in the bicycle locker will be credited towards the required bicycle parking for the project.*

6.E Motorcycle Parking: The revised project plans include the required motorcycle parking in accordance with Section 8.12 of the CIDDS. In addition to Sheet A2.00 of the project drawings, which illustrate the location of all required motorcycle parking spaces, the applicant has provided a response, below, and Staff agrees that the required motorcycle parking spaces have been provided. **Therefore, Staff recommends the removal of Condition No. 12, which reads:** *Motorcycle spaces shall be provided at one (1) per thirty-six (36) of the required automobile spaces with at least one (1) motorcycle space provided for uses meeting the threshold in 8.12.A.1.*

6.F Loading Spaces: The proposed project requires a minimum of two loading spaces. The applicant has proposed one on-site, depicted on Sheet A2.00 of the project drawings, and the other on the storage property, sharing loading stalls between the buildings to fulfill the requirement for loading stalls on the loft's site. The CIDDS allow sharing of parking stalls. Sharing of loading would be consistent with the same rationale behind sharing parking; however, Staff needs to review information to better understand how the sharing will work to ensure that the arrangement will meet the intent. Staff recommends that **New Condition No. 34** be added.

6.G Pedestrian Connectivity to Pogacha: Pedestrian connectivity between the Pogacha site and the project site would be provided via the public sidewalk located in front of both sites. A direct connection eastward from the proposed plaza would result in a walkway which ends in surface parking at Pogacha.

Applicant Response

- A. See attached parking review from TSI (Transportation Solutions, Inc.) dated April 11, 2018.
- B. The project is currently projected to have 50 total stalls with the current revisions for bike and loading. After deducting 2 stalls per thousand for retail of approximately 2,500sf, we have 46 remaining stalls to handle 141 units. This works out to .35 stalls per unit, which is above the .248 stalls per unit described on the high side of the TSI calculation. As shown in the parking calculation on sheet G0.01, we have provided 22 extra stalls above what is required at the self-storage site. These stalls will be available to the Lofts tenants if needed. We would like to be conservative as to have the ability to expand the project under a future permit if the demand exits. In addition, if we have a use for the 1st floor that is "food or beverage oriented" the additional parking will be useful. As mentioned in the TSI parking review, due to the unique nature of a Studio Loft there is no ITA data to use and each project we are aware of to date has had to provide their own parking calculations for review and approval from that particular jurisdiction. The City of Issaquah did previously approve the study done by TSI for this use on this site.

- C. Bicycle parking has been provided. Per table 8.00-1 of the CIDDs requirements under Office use we need 1 space per 10,000 sf = 5 spaces. The requirements for Retail is 1 space per 5,000 SF. A bicycle locker has been provided to store 6 bicycles as well as outdoor bicycle racks to park 12 bikes. Refer to sheet A1.00.
- D. A bicycle locker that stores 6 bikes has been provided. Refer to A1.00.
- E. Motorcycle parking has been provided. Per CIDDs 8.12 we must provide 1 motorcycle stall per 36 of the required automobile spaces. 43 automobile spaces are required and 1 motorcycle stalls have been provided to meet this condition. See sheet A1.00.
- F. One loading stall has been provided on site with another loading stall dedicated to the Lofts at the adjacent self-storage site. See sheet A1.00.
- G. The southeast crosswalk connects the proposed building plaza with the current public sidewalk. This sidewalk allows for a clear connection to the site for the public, including Pogacha visitors.

Conclusion:

Staff recommends the removal of Conditions 10 (Bicycle Parking), 11 (Bicycle Locker), and 12 (Motorcycle Parking).

Staff recommends the addition of the following new condition:

NEW CONDITION NO. 34: With the submittal of the construction permits, the applicant will provide two loading spaces in accordance with Section 8.16 of the CIDDs. Alternatively, one loading space may be provided on the studio lofts site, and the applicant shall provide a narrative describing how the total number of loading stalls provided for both the storage building and the studio lofts building complies with the loading stall requirements for both uses, including objective data on loading demands for both buildings.

7. TRAFFIC SIGNAL

- A. Intersection safety should be resolved now to include the connectivity of all three trails. Several parties should be involved, including King County and pertinent City departments. Bicyclists and families will be using the trails, so the intersection should be safe from a visual and functional perspective.
- B. Do we have high confidence of County participation? If not, what is the backup plan to access via Pogacha?
- C. Are the lights synchronized?

Staff Response

7.A Intersection Safety: As previously discussed, DA17-00001 results in a two-phase solution: Phase 1 requires that the applicant design and install the signal and pedestrian improvements on the north side of NW Gilman Boulevard only. In Phase 2, the City would later be responsible for improvements to the south side of the street. This phased approach is allowed by DA17-00001. In all phases, intersection safety will be maintained. In addition, during a stakeholder meeting held at City Hall Northwest on April 17, 2018, it was discussed that the design of the traffic signal improvements is at an early enough phase to potentially make some minor modifications in order to accommodate a vision for how this intersection will work in the future. The applicant has indicated he is willing to work with the City and his transportation consultant to achieve this desired result.

7.B County Participation: City Staff met with King County Parks Staff on Tuesday, February 27, 2018, to discuss the proposed project. At the time, King County Parks Staff indicated that a maintenance agreement would be required between the City and the County in order to allow the project to move forward. See Topic 5 above for additional information.

7.C Traffic Light Synchronization: The proposed traffic signal improvements are expected to be synchronized with the City's existing traffic signal network.

Applicant Response

- A. These items are to be addressed in a April 17th meeting that will include King County and pertinent City departments.
- B. Yes, continued King County participation is expected.
- C. We anticipate this to be a City's Transportation Department question.

Conclusion:

Staff and the applicant will continue to work with stakeholder groups to improve the design of the intersection. No modifications to approval conditions is necessary.

8. ENVIRONMENTAL

- A. Drainage ditch should be classified correctly.
- B. Confirmation that no runoff from the parking lot for this project will impact Issaquah Creek - runoff has a devastating effect on salmon.

Staff Response

8.A Drainage Ditch: Staff received a forwarded email with information provided by Habitat Biologist Casey Costello with the Washington State Department of Fish and Wildlife. Ms. Costello confirmed that the drainage ditch is man-made and that it is unregulated. Ms. Costello's email has been included as Exhibit A.

8.B Parking Lot Runoff: Per Doug Schlepp, one of the City's engineering consultants, has confirmed that there will be no direct discharge from this project into Issaquah Creek.

Applicant Response

- A. See Critical Areas Study for Gilman Point by Altmann Oliver Associates dated March 9, 2015³ for drainage ditch classification. The wetland adjacent to the site was delineated by Parametrix as part of the trail improvement project. The ditch that drains into the wetland was not considered part of the wetland or a stream as part of that effort. This determination was approved by Peter Rosen as part of the Gilman Point project.
- B. Confirmed, no runoff from the parking lot for this project will impact Issaquah Creek. See March 9, 2015 Critical Areas Study for additional information.

³ This technical study is available for review. Please contact City Staff.

Conclusion:

Environmental issues have been addressed with the land use permit and staff will continue to implement City environmental protections with construction permits. No modifications to approval conditions is necessary.

9. TREES

- A. Trees should be planted on-site, not off-site.
- B. No cottonwood trees should be used as replacement trees
- C. Water line easement should be moved to accommodate trees.
- D. Require the lofts building site to integrate with the natural surroundings.

Staff Response

9.A On-site Tree Planting: Both the applicant and Staff have been actively working towards feasible compliance with the Tree Replacement regulations outlined in Section 10.14 of the CIDDs. As described in the Staff Report, under ASDP15-00002, tree retention was significantly reduced and many of the trees on the site have been removed. Condition 15 of ASDP15-00002 reads as follows: "In order to mitigate for the reduction in tree retention as approved under ASDP15-00002; and, to meet the minimum tree density for the lot, replacement trees must be provided at a rate of five (5) trees per 5,000 square feet of Developable Site Area per Section 10.13 and 10.14 of the CIDDs". (Note this is a higher rate of tree replacement than the CIDDs require). This condition is being carried forward with this SDP application. Tree retention, tree density, and tree replacement would be reviewed as part of the Site Work and Landscape permits. Further, the exact number and location of all trees and landscaping will be determined with the Site Work and Landscape permits. The applicant would be required to provide trees on or off-site or pay a fee-in-lieu of to the City Tree Fund per Section 10.14 of the CIDDs.

For your reference, Section 10.14 of the CIDDs specifically allows for the following:

C. Replacement Tree Location: The applicant's proposed location of transplanted or replacement trees shall be subject to approval of the Director as part of the tree replacement plan.

- 1. Location On Site: To the extent feasible, trees shall be relocated or replaced on site.*
- 2. Relocation or Replacement Off Site: Where it is not feasible to relocate or replace trees on site, relocation or replacement shall be made at another Director approved location in the Central Issaquah Area.*
- 3. Payment into City Tree Fund: If a suitable relocation site is not available, the applicant is required to pay into the City Tree Fund an amount of money approximating the current market value of the replacement trees and the labor to install them.*

9.B Cottonwood Trees: The applicant has indicated that cottonwood trees would not be used as replacement trees.

9.C Water Line Easement: The applicant has placed the water line to allow for future expansion of the building. If the applicant was not attempting to preserve the option of expanding the building, the water line could be placed through the portion of the surface parking that isn't under the building. See drawing below in which the dashed red line represents the approximate north edge of the building above and the blue line represents a possible alternative waterline route. However, the

landscape area between the parking lot and the property line is only five-foot-wide, limiting the type of tree that can be planted.

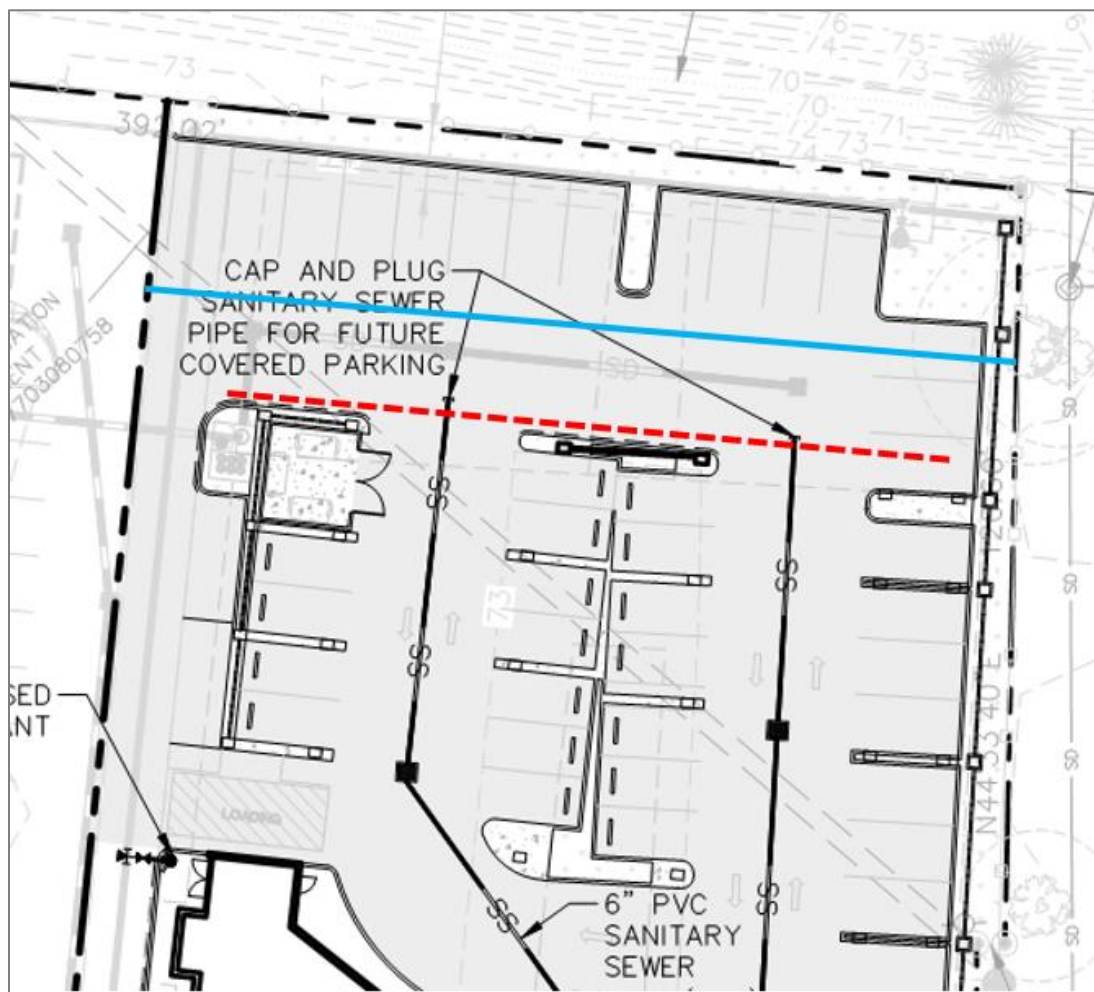


Figure 12. Water Fountain

One goal of Central Issaquah is to wisely and efficiently use our land. That would indicate that preserving the opportunity for expanding the building should be retained. Another goal is to maintain the character of Issaquah and the environmental features we cherish, which includes the forested character of our city. The CIDDs allows for offsite planting where all required trees cannot be placed onsite. The applicant has pursued planting immediately adjacent to his property either within the King County or I-90 rights-of-way; both have declined. Not all required trees can be accommodated on-site. Staff recommend planting a native palette of shrubs and groundcovers to transition between the project and the forested I-90 corridor.

9.D Natural Surrounding: The applicant proposes to provide landscaping and a public plaza which will use natural (wood) materials for seating. Additionally, the applicant has proposed the use of warm whites (Cream) and olive tones (Rockwood Blue Green), along with natural unpainted masonry (Dark Brick – Raven) that should fit in well with the natural environment.

Applicant Response

- A. We will continue to work with the City's Planning Department to determine the best plan for tree planting.
- B. Cottonwood trees will not be used as replacement trees.
- C. The water line easement has been designated and recorded on the premise that there is an option to expand the building to the North. Until this option is exhausted, the water line easement will remain in place.
- D. The project will integrate with the natural surroundings.

Conclusion:

Staff believe the applicant can address tree requirements through the flexibility allowed by CIDDS, though we will continue to search for locations to include additional trees onsite. No modifications to approval conditions is necessary.

10. BUS STOP

- A. The bus stop must be covered.
- B. Continue to work with King County Metro.

Staff Response

The applicant and Staff have been in contact with King County Metro, and a covered bus stop will be constructed within close proximity of the project site. Staff recommends that Condition No. 1 of the Staff Report continue to be included. For reference:

The applicant shall comply with Sections 4.4 and 4.5 of DA17-00001 through the construction permit process. Construction permits may not be issued until the Director or their designee determines that compliance with these Sections has been satisfied.

Applicant Response

- A. The bus stop will be covered.
- B. We will continue to work with King County Metro.

Conclusion:

Staff will work with the applicant and Metro to comply with the terms of the Development Agreement. No modifications to approval conditions is necessary.